



THE British-Californian

SEPTEMBER, 1906

Tenth Year

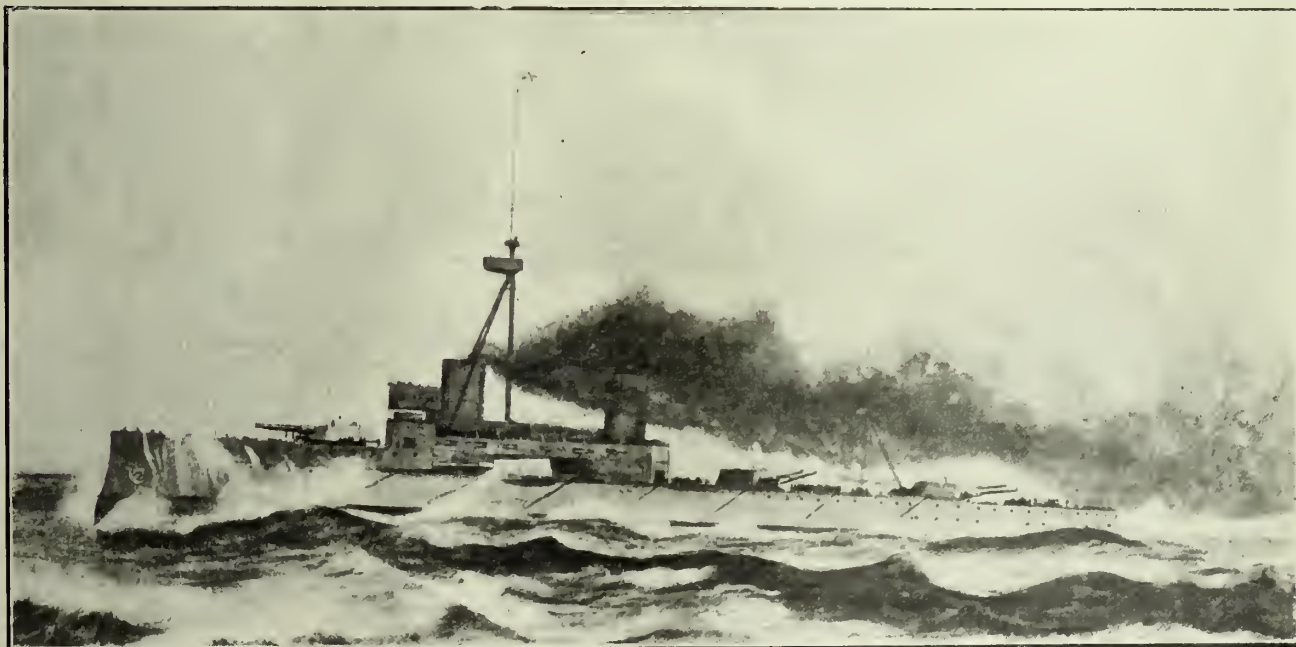
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H. M. S. "DREADNOUGHT"

Length, 520 feet. Beam, 82 feet. Draft, 26 1-2 feet. Displacement, 18,000 tons. Speed, 21 knots.

Armor: belt, 11 inches; turrets, 11 inches. Guns: ten 12-inch, eighteen 3-inch.



The wide distribution of the armament is one of the excellent military features of the "Dreadnought"; for it reduces the amount of damage which may be effected by a single heavy shell. Moreover, it complicates the work of the enemy's gunners by offering several widely-distributed centers of attack in place of a single position, such as the conning tower with its adjacent military mast, forward 12-inch turret and flanking 6-inch turrets, which formed such a favorable and successful point of attack for the Japanese in their engagements with the Russian battleships. In this respect the "Dreadnought" also has a decided advantage over our own "South Carolina" and "Michigan," in which the turrets are placed in pairs, with only sufficient distance between them for clearance in turning. This feature in the "Dreadnought" is a striking evidence of the advantages that come from large displacement and great size; for such a separation of gun positions would not be possible on a smaller ship. It has the further advantages, moreover, from the naval architect's point of view, that the weights are more evenly distributed throughout the ship, and that it is not necessary to introduce material into the hull merely for the purpose of counteracting the excessive bending strains which would come from the concentration of the heavy armament near the ends of the vessel.

The guns appear to be admirably placed with regard to the two important features, first of securing a maximum concentration of fire in every direction, and second of avoiding the disastrous consequences of "blast," or the disturbance of the crews of one gun position by the blast of other guns that are

placed too contiguous to them. The two turrets which are carried on either beam abreast of the superstructure are sponsoned out beyond the side line of the ship, and the superstructure itself is cut away in the forward and aft direction sufficiently to allow the guns of each turret to be fired either dead ahead or dead astern. This enables the "Dreadnought" to concentrate six 12-inch guns ahead, six astern, and eight on either broadside. When these guns are fired dead ahead, there can be no blast interference with the guns on the fore-castle deck, which are shielded by the vertical walls of the superstructure, and, moreover, are about 110 feet distant, nor when firing dead astern will there be any interference with the crews of the aftermost turret, which is fully 250 feet distant, and furthermore, is shielded by the after wall of the superstructure.

Since the announcement of the general features of the "Dreadnought" there have been many rumors of ships being built to "beat her," and various statements of the size, speed, and armament of these ships have been published. The only reliable figures of battleships that the comparable to the "Dreadnought" are those of our own "South Carolina" and "Michigan." These ships, however, were not built with any idea of surpassing the "Dreadnought," which, because of her much larger displacement, must naturally be a more formidable vessel; for the fighting efficiency of the modern battleship (so well are the principles of design understood the world over) must be directly in proportion to her displacement.—Scientific American.

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CHARLES B. SEDGWICK - - - - - Editor

Temporary Business Office, 369 Twelfth St., Oakland, Cal.

IT was an "Examiner" strike—and the usual "Examiner" defeat.

THE bank clearings of San Francisco for last month showed an increase over the corresponding month of 1905—evidence that notwithstanding the many hindrances to trade the town not only holds its own in the matter of business, but is making progress.

GREAT Britain is turning out some mighty battleships these days. The "Lord Nelson," sister ship of the "Agamemmon," and second in size and armament to the "Dreadnought," was successfully launched at Jarrow-on-Tyne on the 4th inst. Fault is found with the reduced output of new vessels, but no fault can be found with the quality of the ships that are constructed.

OUR cousins to the north continue to make headway in their commercial development, judging by an official report just issued at Ottawa. The grand aggregate of the Dominion's foreign trade for the last fiscal year reached the enormous sum of \$550,854,246, a gain of \$311,828,886 as compared with 1896, and of \$80,703,057 as compared with the previous year, or 130 per cent and 17 per cent, respectively.

THE decision of the Kosmos Line to abandon San Francisco as a port of call and run direct to Puget Sound ports is a severe blow to San Francisco at this juncture. In the upbuilding of the wrecked city, it is desirable to have the assistance of as many freight carriers as can be induced to call here, and the action of certain institutions in making it unprofitable for the Kosmos steamers to do business with this city calls for the strongest condemnation.

AND now the bankers and financiers of the world begin to fear a plethora of gold. South Africa and Australia continue to increase their yield, and unless something happens to check the output there will soon be so much gold in circulation that it will lose its present high value and become too cheap to be of any monetary use. There is always some problem to perplex and torment poor humanity. No sooner do we get rid of the trouble of too little money than we are confronted by this greater danger of too much.

THE scribbler who conducts the "Pen Points" column in the Los Angeles "Times" presents to the public the following brilliant observation:

"Judging from the British army scandals, involving some \$30,000,000, the English people can beat our American grafters."

It is a relief to come across an American admission that the English can beat us at something. Next we shall have the Los Angeles sheet admitting that English editors can beat American editors at lying. The sum "involved" in the British army scandals was less than a million pounds, or \$5,000,000, and in the words of the London "Times," in summing up the report of the Royal Commission which investigated Sir W. Butler's charges, "it is satisfactory to discover that the Commission has found no evidence of actual corruption on the part of officers bearing His Majesty's Commission

—apart from three or four exceptions, reprehensible enough in themselves, but only affecting officers in very subordinate positions and involving trifling sums—or of the 'cleverly-arranged contrivances' and the 'substantial financiers moving in the background' and other suggestive features so prominent in Sir W. Butler's report."

WHEN one reads of New York's \$22,000,000 modern steel bridge parting from its anchorages and being in imminent danger of falling, one begins to realize that the bridge building art of today is not what it is cracked up to be. Particularly imperfect does it appear in view of what Europe has to present in the way of comparatively ancient bridges still standing the wear and strain of heavy traffic. The engineers of former generations did not erect such imposing structures as are seen nowadays, but their bridges would bear crossing.

SAN FRANCISCO was the first to send aid to the Chilean sufferers, a fact which will redound to our lasting credit. Knowing by experience that a dollar given quickly in a great emergency has the value of many dollars given slowly, representative men of the city promptly cabled ten thousand dollars to the President of Chile on the same day that the news of the South American disaster reached here. Since then, further substantial donations have been made, proving that, notwithstanding our many faults, we are a generous and kind-hearted community.

THE Republicans have nominated for Governor of California, Congressman James N. Gillett, an estimable and capable man from what we learn of him. Wm. H. Langdon, District Attorney for San Francisco and former School Superintendent, has been nominated for the same office by Hearst's so-called "Independence League." Langdon, personally, is a decent man enough. He is prominent in the Young Men's Institute, the League of the Cross Cadets and other Catholic organizations, which organizations always take credit for having elected him and demand their share of the spoils. And right here is the trouble, you cannot elect Langdon without electing Father Peter Yorke and his gang.

We have had enough of this sort of rule in San Francisco; it has made us the most corrupt city in the world. Is the State to be surrendered into the same hands?

That Langdon's backers are merely using him to serve their own ends is made evident by the very fact of his nomination for the Governorship. When he was put up for the District Attorneyship it was claimed that a "clean, brave and graftless" man, such as he, was needed in San Francisco to reform things. This being so, he is still needed there, more so than ever, in fact. In any case, it looks bad for any aspirant for political honors to be playing fast and loose with the public in this manner. He should get through with one job before seeking another.

WHILE we frankly own to our dislike of Mr. William Jennings Bryan, and distrust his motives, we cannot deny the excellence of many of the national reforms he advocates—reforms which we have long favored and which we would like to see put in operation. Such as the proposed income tax, on which question Mr. Bryan says:

"The income tax has the indorsement of the most conservative countries in the Old World. It is a permanent part of the fiscal system of most of the countries of Europe, and in many places it is a graded tax, the rate being highest upon the largest incomes. England has long depended upon the income tax for a considerable part of her revenues, and an English commission is now investigating the proposition to change from a uniform to a graded tax."

Mr. Bryan's views on the related trust and tariff questions, too, are sound, in our way of thinking, for while we do not by any means believe in free trade, or desire to see protection withdrawn where it really protects, we agree with Mr. Bryan

that the President should be empowered to place on the free list articles controlled by trusts. In no other way can we get that competition which means fair prices for the consumer. And as Mr. Bryan observes: "There never was a time when the tariff reform could be more easily entered upon, for the manufacturers, by selling abroad cheaper than at home, as many of them do, have shown their ingratitude toward those who built the tariff wall for them. The high tariff has long been a burden to the consumers in the United States, and it is growing more and more a menace to our foreign commerce because it arouses resentment and provokes retaliation."

Too long have we had a system which makes billionaire Carnegies in a few years at the expense of the people in general.

We believe also in the movement for a universal eight-hour workday, and consider it a proper subject for legislation. Were eight hours made the legal workday all classes of workers would share in the blessing, and not as now only the few who are in a position to enforce it; moreover, no interest would suffer by a law that was general.

The work of the world can easily be carried on in a daily application of eight hours, or even less, and where there is no necessity, there is no sense in adding to toil. Moreover, it is neither wise nor just to produce greatly in excess of our needs, to seek to develop our country, and exhaust its resources in a single generation. Something should be left for our children, and their children—some natural wealth, and some work to do in the developing of it. They will be happier with their just share of toil and its direct reward than with inheritances of ready-made fortunes.

With the advent of labor-saving machinery, a curtailment in the hours of labor is not only feasible but is absolutely necessary, if strict justice is to be done future generations, and the present generation in parts of the earth where development has not been on so prodigious a scale as in this country and Europe. The less progressive peoples of the earth have still the right to live, and to flood their countries with our surplus productions is to deprive them, in a measure great or small, of their means of livelihood.

THE carmen of San Francisco, in going back to work pending the arbitration of their differences with the company, tacitly admitted that they were in the wrong, and that the precipitate strike was a grievous mistake on their part.

It is well that mistakes should be realized and admitted—it shows that sense and right sentiment are not altogether lacking in those guilty of the error; but it is unfortunate when only the innocent suffer from the blunder, as in this case.

The carmen's strike of twelve days has cost the business community of San Francisco thousands of dollars, a loss which at this critical juncture in their affairs the business men of the stricken city were less in a position to bear than ever. It has irretrievably ruined dozens in the districts remote from the residence sections. Professional men have had to abandon their pursuits, clerks give up their positions, and the public in general has been put to great inconvenience and not a little hardship. Three citizens have died as the result of being compelled to walk long distances in the hot sun.

The strike was criminally hasty, and had not the slightest justification, inasmuch as the demands of the men for increased pay and shorter hours had not been refused by the company. The men were asked to wait twenty-four hours for the arrival of the President of the company, who was on his way from the East, but this, in a spirit of wicked perversity, the labor leaders refused to do. They promptly tied up the city's entire transportation system, thinking thereby to enforce their demands.

As to the justness or otherwise of the men's demands we have nothing to say, as it does not bear upon the question we are discussing. President Calhoun of the railroad company, says he came prepared to make concessions to the men in his employ, so it is evident that he at least recognized justice in the contention of the carmen.

The point is that the carmen were under contract—a double contract—with the United Railroads, and therefore to a certain extent with the public, for the corporation is a public body. One contract was to the effect that all differences between the men and the company should be submitted to arbitration and no strike instituted; the other contract bound the men to work at the prevailing wages and hours for a specified

term, which does not expire till next year.

Both of these contracts the carmen ruthlessly violated, without concern for the misery and ruin they were inflicting upon the public, including their best friends and well-wishers. The only excuse the strikers advanced was that the earthquake "had changed things," that the cost of living had risen, that they were harder worked than before the catastrophe, and that their necessities compelled them to demand \$3 a day for eight hours. No doubt they were right in their statement; but what one of us but what has found that the earthquake "changed things" for him? But have business men on this account repudiated their contracts, or have they on the contrary manfully set to work to right things in an honorable way?

The public favored the claims of the carmen, from what we could gather, and it is certain that had they given the company a chance these demands would have been granted. Public sentiment would have compelled it. But when the carmen viciously defied public and corporation alike, sympathy was no longer with them, and this they soon began to realize, finally weakening under the weight of the people's condemnation and the threat of the national union to take away the charter of the local body if they longer persisted in violating their solemn promises.

It was realized by the national officers of the carmen's fraternity that the San Francisco men were striking a blow at the highest principle of unionism and that they (the supreme officers) could not afford to go on record otherwise than as discountenancing the outrage.

Thus the men went back meekly enough, and the strike ended. But while the strike ended the damage to the community remained. And what has happened before may occur again at any moment, and the corporations, individuals, and the public seem to have no redress.

Why should not trades unions be subject to legal action for breach of contract the same as other bodies or individuals?

Were the carmen's union now sued and compelled to pay big damages, it would have a wholesome effect upon its future actions, and upon the actions of kindred bodies. It would impart the proper sense of responsibility, now so woefully lacking, to these men who think that trades unions are, and should be, above the law.

AN American reader of the British-Californian takes us to task for what we said in our August number anent the Chicago packing houses scandals, saying that our criticism was in bad taste in that we failed to give details of the obnoxious practices referred to in a general way. We omitted the details for two reasons; one was that we presumed every reader was well informed as to the contents of the report submitted to President Roosevelt by the investigation committee appointed by him, the other was that we disliked soiling our pages with a recital of the disgusting particulars. But as decency is not appreciated by some readers we propose herewith to give the salient points in the report rendered by James R. Reynolds, Assistant Secretary of the Treasury, and submitted to Congress by President Roosevelt with the remark that "the conditions shown to exist in the Chicago Stockyards are revolting, and it is imperatively necessary in the interest of health and decency that they should be radically changed." After reading what the commissioner has to say we think our critic will no longer imagine it is merely a case of "British prejudice" on our part.

Here are a few extracts: "The buildings have been constructed with little regard to either light or ventilation. The workrooms, as a rule, are very poorly lighted. Many inside rooms where food is prepared are without windows, deprived of sunlight, and without direct communication with the outside air. They may be best described as vaults in which the air rarely changes . . . Nothing shows more strikingly the general indifference to matters of cleanliness and sanitation than do the privies for both men and women. The prevailing type is made by cutting off a section of the workroom by a thin wooden partition rising to within a few feet of the ceiling. These privies usually ventilate into the workroom. . . . These rooms are sometimes used as cloak-rooms by the employees. Lunch rooms constructed in the same manner, by boarding off a section of the workroom, often adjoin privies, the odors of which add to the general insanitary state of the atmosphere.

"Abominable as the above-named conditions are, the one that affects most directly and seriously the cleanliness of the

food products is the frequent absence of any lavatory provisions in the privies. Washing sinks are either not furnished at all, or are small and dirty. Neither are towels, soap, or toilet-paper provided. Men and women return directly from these places to plunge their unwashed hands into the meat to be converted into such food products as sausage, dried beef, and other compounds. Some of the privies are situated at a long distance from the workrooms, and men relieve themselves on the killing floors or in a corner of the workrooms. Hence, in some cases the fumes of the urine swell the the sum of nauseating odors arising from the dirty, blood-soaked, rotting wooden floors, fruitful culture beds for the disease germs of men and animals."

After considering the unfitness of the buildings for packing-house purposes, the report takes up some of the unsanitary and revolting practices that are in vogue in these establishments.

"An absence of cleanliness was also found everywhere in the handling of meat being prepared for the various meat-food products. . . . Meat scraps were also found being shoveled into receptacles from dirty floors, where they were left to lie until again shoveled into barrels or into machines for chopping. These floors, it must be noted, were in most cases damp and soggy, in dark, ill-ventilated rooms, and the employees, in utter ignorance of cleanliness or danger to health, expectorated at will upon them. In a word, we saw meat shoveled from filthy wooden floors, piled on tables rarely washed, pushed from room to room in rotten box carts, in all of which processes it was in the way of gathering dirt, splinters, floor filth, and the expectoration of tuberculosis and other diseased workers. Where comment was made to floor superintendents about these matters, it was always the reply that this meat would be afterward cooked, and that this sterilization would prevent any danger from its use. Even this, it may be pointed out in passing, is not wholly true. A very considerable portion of the meat handled is sent out as smoked products, and in the form of sausages, which are prepared to be eaten without being cooked.

"As an extreme example of the entire disregard on the part of employees of any notion of cleanliness in handling dressed meat, we saw a hog that had just been killed, cleaned, washed, and started on its way to the cooling room, fall from the sliding rail to a dirty wooden floor, and slide part way into a filthy men's privy. It was picked up by two employees, placed upon a truck, carried into the cooling room, and hung up with other carcasses, no effort being made to clean it."

The commission, it must be stated, in preparing the report, adopted a very conservative policy. Statements of conditions, even when backed up by documentary evidence, were rejected by them, their aim being to accept nothing they could not verify by personal observation.

Mrs. Bloor, who, with her husband, was employed by the commission to take up a residence in the Chicago packing district, and by contact with the employees to become familiar with the conditions in and around the great meat establishments, says: "No words are adequate to paint the horrors of the packing-houses. What impresses us most is the terrible spirit which animates the workers. Their surroundings have envenomed them against the world. They were prisoners in a life that is long torture, and are utterly callous to the ills which may result from the distribution of diseased meat, rather glorying in its further defiling.

"The surroundings necessarily brutalize the men, and degrade the women. There is immorality everywhere. It hampers a woman to have pretensions to virtue. Small wonder that they have no care to lessen the filth about them, which is to find its way to the customers eventually, but rather seek to add to it. Tuberculosis workers expectorate on the meat in preference to the floor. It is a partial vent for the dull resentment which is ever burning in their breasts.

"Pickled trimmings, as we showed the commissioners by witnesses, are made of the bruises cut out from meat, and diseased spots, such as lumpy-jaw."

One witness, Mrs. Bloor says, "also told the commissioners that he knew of a case in which two members of the same family had fallen into the lard vats, and been partially rendered into lard. He had forgotten the names of the men, but he said they could be procured by going back over the records of the society. The first to lose his life was a little boy, nine years old, who stumbled into one of the rendering vats while taking dinner to his father. The father fell in some

months later."

Another witness told the commission that "slunk," or unborn calves, were always utilized, being taken out of the carcass, "doped up," and sent to the potted chicken and other departments.

Much evidence is presented regarding the methods in use for the reclaiming, by means of artificial coloring and disinfectants, of tainted and rotten meats. No meat is lost.

And it is in this sort of thing, according to American newspapers, that "Britain outrivals us"!

TRICKERY in the American leather trade moves the Glasgow "Mail" to remark:

"Stuff manufactured of brown paper and shavings, of cardboard and asbestos, of glucose and Epsom salts, costing £9000 to produce, and sold in the British markets at £84,000, represents the latest phase of Yankee business. It is honest dealing according to the ethics on the other side of the Atlantic. If we are to respect ourselves, we must stigmatise it as cheater of the meanest and most deplorable kind, and stand prepared to hear and to denounce revelations of roguery yet to come. Even the 'heathen Chinee' is more trustworthy than Uncle Sham. He sends us no shoddy."

While it is perhaps true that American "ethics" countenance the perpetration of such commercial frauds as our contemporary mentions, the fact must not be lost sight of that the American trickster justifies himself by the principle that the fellow who buys is equally dishonest and a party to the fraud, in that he is looking for something for nothing, or something below its honest value.

In their insane craze to get things "on the cheap," the British people often get "let in," and we cannot say that they are entitled to much sympathy. So long as they placard themselves with the sign of "Suckers" they will find fellows willing to sell them wooden nutmegs, cardboard leather, canned horse and deviled rats.

Did they but reason a little, Britons would realize that few things of honest merit are to be produced cheaper abroad than at home, or under the flag. British leather may be a penny a pound dearer than the American, but it is leather; Australian mutton is a farthing per dozen cans more in cost than the Chicago article, but in life it did bear some semblance to sheep. Canadian beef never passed a life in harness, nor in being prepared for market did it pass through the embalmer's hands, and this should be worth to the British consumer the extra halfpenny per twenty pounds that is asked for it.

Of late years our good folks at home seem to have lost that faith in themselves and their handiwork which at one time was proverbial, and taken to the pursuit of the strange god "Cheapness." But they are slowly becoming enlightened as to their folly, and in the best way possible. More convincing than any argument are cardboard shoes on a wet day.

ONE would have thought that out of very gratitude for recent favors the carmen would have granted the United Railroad's simple request to wait twenty-four hours before declaring the strike, in order that the Company's president might reach the scene and go into the matter personally. During the days and weeks following the April catastrophe the Company was very good to its men. It fed them and their families free of charge for more than a month—even the men who were not at work. It provided shelter and beds for the homeless. And for a long time after things became somewhat settled and the men at work, it imported from other cities large quantities of provisions and sold them to its employees at cost price, thereby saving them many a dollar.

We have no great admiration for the United Railroads Company, but for a corporation that, along with the rest, was supposed to be soulless, its action struck us at the time as being very kindly; particularly so as the company had suffered a greater loss in the calamity than any other institution.

It is said that ingratitude is the basest of crimes; be this as it may, it is not pleasant to think that there are human beings so devoid of appreciation and good-will as to not only forget a kindly service in a week or two of time, but to be turned into actual enemies by the prospect of being able to extort a trifling sum of money. It causes one to question if there is anything of principle left in human kind; if, indeed, man in some of his manifestations is not more brutish than the beasts,

THE PEOPLE, NOT COUNTRY, TO BLAME.

Hon. John Dryden, ex-Minister of Agriculture for Ontario, and one of the best farmers in Canada, has just returned from Ireland where he went as a member of a British Government Commission to see what could be done for Irish agriculture. He somewhat astonishes the Ontario folk by telling them after a thorough investigation of things there that he would rather from a money-making point of view have a farm in Ireland than in Ontario. Excepting two areas—the peat bog district and the hilly west—he finds Ireland very favorable for agriculture.

"The balance of the country compares very favorably with any other agricultural district I know of," said Mr. Dryden. "Some of the grass land is magnificent, and the climate is lacking in extremes. It will, in my judgment, grow almost anything.

"For some years practically no attention has been paid to the organization of the agricultural classes. They have carried on the work of yeomen, as their fathers did before them, a good many of the holdings are small and as a result the best was never brought out of it. It is the hope to make the new Department a modern and wide-awake institution, and in time the effect of it will be very beneficial."

"How do the agricultural possibilities of Ireland compare with those in Canada?" Mr. Dryden was asked.

"I would sooner, as a paying proposition, have my farm in Ireland," was the response. "The Irish in general are afraid of the competition of Canada, but this is a mistake. They have the climate, the splendid soil, the market at the door, and can produce anything they like. What they need and what they should receive soon is education in modern methods, and a little more co-operation among the agriculturists themselves."

COTTON INDUSTRY IN INDIA.

The cotton spinning and weaving industry of India is chiefly centered in the presidency of Bombay. Here the first mill in India was built in the early fifties. Twenty-five years later the number had increased to 56 and the spindles to nearly 1,500,000, with 13,000 looms that consumed a quarter of a million of bales of cotton annually. At the present time there are now in India 197 mills, with 15 or 20 more under construction, 5,163,000 spindles, 50,100 looms, 198,879 average daily number of hands employed, and 1,750,000 bales of cotton annually consumed.

In regard to cotton yarn product the annual output is 590,000,000 pounds. Of this about 248,000,000 is exported to China and other foreign countries at a value of \$32,750,000, about 135,000,000 is used in the weaving mills, and about 190,000,000 is woven by hand-loom weavers, the remainder of 20,000,000 going to the manufacture of rope and twine. The hand-loom industry thus absorbs, in spite of its hard struggle, something like 220,000,000 pounds of yarn. The yarn used by the weaving mills produces about 550,000,000 yards of cloth. If we put down the production of the hand-looms at about 900,000,000 yards, we have about 1,300,000,000 yards as the quantity of "Swadeshi" or country cloth consumed at present in India.

ENGLISH OARSMEN SUPREME.

The boat race between Harvard and Cambridge universities, which was won by the Englishmen by two lengths, was probably the most surprising ever rowed on the Thames, not so much because of the result, but the way in which it was rowed.

English sports say there is but one explanation for the result, that of superiority of English oarsmanship and the English stroke. Harvard was one of the finest crews physically ever seen on the river, but was unable to overcome that training which English oarsmen receive from childhood. The Cambridge crew, too, had in Stuart one of the best strokes England has produced.

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PATRONIZE the ADVERTISERS in the BRITISH CALIFORNIAN

AN AMERICAN ON ENGLISH SCENERY.

As we moved along through the large landed estates and rural districts I thought we were simply in a great park reservation. We could see no waste land whatever: flowers, shrubs, trees and vegetation were nicely distributed everywhere. No dilapidated fences were visible nor fields generally neglected. In fact, there were no unsightly wood or wire fences anywhere in England built by impatient men bent on getting rich without delay. The fences we saw had life and grew just like the trees, and they called them hedges. You can hardly imagine how these hedge-rows improved the scenery and gave the country a poetic and enchanted grandeur.

I looked down upon the road-bed in the stations and out, hoping to find scraps of paper, cigarette boxes, orange or banana skins, in order to charge the company with criminal negligence, but in that design I failed utterly. On the contrary, we found at the stations the same cleanliness and marked precision in all departments, and I well knew that this was not true of many American railway stations. There were no loafers or beggars lounging on the benches and in the secret recesses. I sought to find fault with the coaches in which we were traveling, but the windows always appeared bright as silver, and you never got a cheap view of the landscape through a dirty, cloudy pane. These things impressed us very much as strangers in the country.

At every station the conductor, whom we were told to call the guard, came around and satisfied himself that we were comfortable, and occasionally he'd warn us of an approaching bit of historic ground or elegant scenery. He assisted us into and out of the carriages and caused us never to want or ask for anything. The peculiar courtesy of these English railway officials is something that to an American passeth understanding.

In our compartment there were six seats for passengers, but, as a rule, if the train was not crowded, we were honored by being permitted to be the sole occupants. Adjoining was a most sanitary and desirable lavatory. Above one row of seats there was a long mirror that men used a little and women more. Altogether, it was a kind of apartment with all modern conveniences.

But our express train was traveling slightly fast for us and we seemed to be entering a finer country all the time. We transferred to an omnibus—in Americanese, an accommodation—so that we could enjoy the country to better advantage. The express trains are all right when you want to go quickly and have no special interest in the things you pass. (Mind, I don't condemn express trains, and, in fact, I want to say that on the Midland they can run fast enough to stir up as much dust as our American "flyers.")

We were entering the famous Derbyshire Peak district. We had left the mills and smoky factories of the cities—we were getting into God's country. I had read that the Romans particularly prized this district for its baths and natural wealth, and I knew the tasty and aristocratic Romans valued only the most excellent. Outside of war and pelf, the Romans had eminently good taste. And so we felt there was a treat in store for us—and, then, too, my friend John Ruskin praised Derbyshire, and this gentleman had his own independent ideas about things!

England's climate is not severe in winter, so we were not surprised to find the engine driver in an open cab and always on his feet—an Englishman is better on his legs than an American any day. But the morning being chilly, and before thinking twice as is my habit, I called:

"Why don't you have a closed cab?"

"Oh, sir, I want to see the country and people! Do you see that streamlet over there? That's the Wye!" came the answer.

It was the Derbyshire Wye, a very elusive little river. For a time we saw it winding along on one side and then on the other. We have appalling waterfalls in America, but we have no such clear, quiet, silvery and romantic streams like the Wye and the Derwent, and I am sure you will agree with me after you have seen them in all their glory from the Midland trains. Of their streams the English do not make dumping grounds for Heinz Baked Beans tins and other rubbish—they regard them as innocent luxuries and gentle ministrations of the beautiful—they are like paintings to them!

I had to alter my idea of a vale. Something resembling a valley was my idea, but these vales of Mid-England appealed to me as the finest pastoral scenery I had ever seen. Of

course, my opinion alone may not be worth much to you, but since I have formed it, I have talked with many persons who say they think just as I do. A level park of shady elms is very monotonous, and a garden or villa with a profuse supply of shrubs, greens and flowers and artificial embankments and fountains is quite second-class as compared with these refreshing, kindly, beautiful vales and dales of Derbyshire.

That canyon out in Colorado startles, and we are for the moment transported and overwhelmed at the terrible power of water and earthquakes; but the Derbyshire region thrills, delights and educates, and we longed to stay, and once I had to struggle to avoid making a decision to live there. The view is all like a great book which grows upon us the more we know of it.

It is not hard to see why our English cousins walk so much. Such delicately ordered and richly greened dominions as these Derbyshire peaks and vales encourage and reward the pedestrian. He loves to get near and be a part of them. Indeed, I'd like to take my walks there too. Not a place of ornament or recreation is this simply, for at comfortable distances apart we saw cottages, mansions, castles and glorious palaces all inhabited by permanent residents, who surely must live consecrated and happy lives amidst these surroundings. Lovers who walk here are said to become dangerously love-sick and to make very strange vows. There are few things in life that are so enchanting as a moonlight walk in Derbyshire.

Vales are usually found attractive and well-kept, but there we saw the utmost top of the peaks fringed and festooned with a vine or spray of leafy vegetation. Nor was the picture ever spoiled by a neglected landslide, and the sun did not scorch and dry up the green grass at its will.

And how many times did we bless those hedge-rows! I have wondered lately why England has not done just a little more in the way of architecture. The Englishman's artistic sense is high, and in way of landscape architecture Derbyshire is a superb example of his handiwork. I don't mean to say that the human hand of the Englishman wrought the Derbyshire district, but he deserves credit for recognizing its charms and improving the country through the instrumentality of his artistic genius.

An added charm of this district were the cottages here and there constructed of native stone, and occasionally the hedge was formed of the same material—not a mason's wall, just handsome stones piled a certain height and lying in gentle embrace.

We shall never forget our ride through beautiful Derbyshire.—Walter E. Ingersoll (of New York) in Cook's Traveler's Gazette.

HOW TO BE HAPPY.

THE best way to have permanent peace with the world is not to expect much of it; not to be afraid of it; so far as one can without self-deception, to see the good in it; and to regard the evil as something powerless and temporary which will soon defeat itself. One must not take this life too seriously. As soon as we live above it, much of it becomes unimportant; and if the essentials are secure, we must not care too much for the subordinate. Many of the best people suffer from this magnifying of trifles, and especially from their dependence on other people's opinions; and this lack of proportion makes for such people each day's work much more difficult than it would otherwise be.

—Carl Hilly.

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British News in Brief

Important Events not Chronicled in the Daily Press

One hundred members of the British Parliament will visit Canada in the autumn.

The total customs collections at the port of Montreal during July amounted to \$1,188,015, an increase of \$82,889.

The battleship Dreadnaught was commissioned on the 1st inst., within eleven months of the laying down of her keel.

The Halifax and Southwestern railway (Nova Scotia) is now complete to Clyde River, and the entire line will be finished November 1st.

The Dominion government is buying nine city blocks in Ottawa, for the new department buildings. A million dollars is involved.

A new cantilever bridge to connect Montreal with the south shore of the St. Lawrence has been commenced and will be completed in two years.

A find of pure native silver has been reported and confirmed from Clear Lake, near Cobalt, Canada. It is on the Gates property, and was found at a depth of forty-five feet.

The motor hose carriage for first-aid, recently added to the equipment of the Glasgow Fire Brigade, has been followed by a petrol motor fire engine, which is the first of its type, size, and power.

Lord Kitchener, Commander-in-Chief in India, recently issued invitations to a large number of officers to dinner at Snowden to celebrate the conclusion of peace in South Africa four years ago.

A new system of railway signalling which has been invented by Mr. T. E. Raymond Phillips, of Liverpool, was tested on the North Staffordshire line, near Stoke, and gave entire satisfaction to a large company of experts who witnessed it in operation.

Lord Millner, the former high commissioner for South Africa, has received through the Duke of Somerset, an address expressing appreciation of his services in South Africa, signed by 370,000 persons. He received also a similar address from Natal with 3,000 signatures, while an address from Cape Colony with 20,000 signatures is now on its way to him.

A team of ten men has been selected by the Queen's Own Westminster Volunteers to defend the shield presented by Sir Howard Vincent for competition between the Queen's and the Seventh Regiment, National Guard of New York. The Queens won the shield at Bisley, last year, and will defend it at Creedmoor, Long Island, October 2d and 3d.

The death of J. L. Toole, the actor, has sent a wave of regret throughout Great Britain, for although the old player has been something like a dozen years off the boards, his memory survived among playgoers as a fragrant recollection. Toole won his fame as a comedian, yet he had powers of pathos which blended admirably with his merriment. Notwithstanding his Irish name, he was a Cockney.

Radium has been discovered in the province of Quebec near Murray bay, according to samples sent to Paris by A. J. and H. M. Lippens, members of a mining syndicate. Several tests have been made, and A. Fleux, an expert from Paris, who has been on the ground for several months, is convinced that the find is a valuable one.

It is reported that the removal of the guns from the fortifications of the Isles of Scilly is a prelude to the abandonment of the whole scheme of military defences of the islands. The forts have been built and equipped within recent years, but the present military advisers of the government are understood to be of the opinion that they have not the defensive value which the original scheme put upon them.

Mr. Hugh A. Allan, of the Allan Line, has made the following interesting announcements regarding the company's plans: We have decided to add a large twin-screw steamship to our direct Montreal-Glasgow service, and I have just received word from Glasgow that the contract has been signed for a vessel 485 feet long, 60 feet beam and 40 feet depth of hold, which will be a large cargo carrier, and also have the most modern accommodation for first, second and third-class passengers. The vessel will be fitted with the Marconi system, and be propelled by twin screws at the economical sea speed of about 15 knots."

It is reported that the Canadian Pacific Company has decided to await the outcome of experiments by the New York Central and New York, New Haven & Hartford Railway Companies before taking steps for the electrification of any

part of its system. Both the latter railways are spending enormous sums upon experiments, the former with a direct and the latter with a single-phase alternating current. The line from Montreal to Quebec will in all probability witness the first installation. All the electric power necessary can be obtained from the Shawinigan Falls.

The new dock at Grimsby, England, when finished, about five years hence, will be 1100 feet square, with a bay or arm 1250 feet long by 375 feet wide, at the southwest corner. The main dock and arm will have an area of thirty-eight and one-half acres of water. Provision is made for future development of three other bays or arms at the corners, bringing the total dock area to seventy-one acres of deep water. There will be 6760 feet of quay space in the main dock, which will be brought up to 14,110 feet when the four bays are completed. In all 616 acres have been acquired for the dock, of which seventy-nine acres will be water space and the remaining 537 acres for land about the dock when completed.

The international yacht races for the trophy known as the Fisher Cup was sailed off Charlotte, N. Y., the port of Rochester, and resulted in a victory for the challenger, Mr. James G. Worts' Zoraya, flying the flag of the Royal Canadian Yacht Club of Toronto.

Experiments with a new lighting system have been carried out in Scotland, in which kerosene oil is used. The oil is stored in a tank, which is accommodated in the base of the standard carrying the lamp. In the top of this reservoir is a cylinder filled with compressed carbonic-acid gas, with a small oil container at the bottom holding from one-half to two gallons of oil, which automatically flows thereto from the larger receptacle. A reducing valve connects the oil container with the carbonic acid gas cylinder, and a fine tube leads to the burner, which has a vaporizer consisting of a jet and an air-mixing chamber, while the burner is fitted with an incandescent gas mantle. The oil is forced from the oil container to the vaporizer through the fine tube by the pressure of the carbonic-acid gas. On reaching the vaporizer the oil is converted into gas and passes through the flame spreader, where it combines with the air, and thence to the incandescent mantle. The lamp is economical in consumption, a light of 200 candle-power being obtained for forty-five hours with a consumption of one gallon of oil, and the light is clear, bright, and of great penetrative power.

A census bulletin just issued at Ottawa shows the phenomenal growth of Canadian cities in recent years. Calgary in 1901 had a population of 4091; in 1906 it had risen to 11,937. Edmonton in 1901 had 2626 people; in 1906, 11,534. Winnipeg in five years increased from 42,340 to 90,216.

Plans for the union depot of the C. N. R. and G. T. P. in Winnipeg, are now practically complete. The building will be a magnificent one, with a main frontage of 200 feet, six or seven stories high, and running back as far as Wesley street and north to Water street. It will be constructed entirely of brick and stone, and will be the largest depot in Canada. The covered train shed will accommodate twenty tracks.

It is anticipated that the Dominion Parliament will be summoned to meet on November 15th next. Tariff commissioners are now busily engaged in framing a new tariff bill in order to have it ready for presentation to Parliament at an early date. The new acts have three chief features. The idea is to have a maximum tariff to apply to countries whose tariffs are hostile to Canada, such as the United States and Germany; a minimum general tariff to apply to countries which are disposed to trade with Canada on fair terms, and a preferential tariff for Great Britain and the colonies to which it may be deemed expedient to extend these benefits.

The splendid results attained in recent British target practice have attracted attention in every navy, and nowhere more than in the United States. In relation to the success in the Hindustan at the gun-layer's competition, in which, with a 9.2 in., Private E. J. Nicholls, R. M. A., made ten hits in ten rounds within two minutes, the Army and Navy Journal remarks that the achievement, besides being an excellent example of training and marksmanship, was really a triumph of ordnance material. "This will readily be understood when it is considered that the breech-plug of the British 9.2 inch gun can be opened or closed by a single motion of a lever, in the same manner as the ordinary 6 in. gun. In other words, this piece is a rapid-firing gun. In addition to this the ammunition supply is sufficiently rapid to respond to the utmost rapidity of loading and aiming attainable by the most expert crew."

HALF WAY ROUND WORLD IN THIRTY DAYS.

Half way around the world in thirty days, with only two changes, and scarcely more stops, is the latest development of the Canadian Pacific Railway. Twelve thousand miles under one house flag on one ticket, and with baggage checked right through, supplied throughout with every comfort of modern travel, and less bother than is ordinarily experienced on a trip of a few hundred miles. Starting from Liverpool and being landed at Hong Kong, after traversing two mighty oceans and the North American continent within the space of a month! It is by far the most wonderful victory of transportation over distance that the world has ever seen, and one which no other transportation company but the great Canadian railway enterprise could dream of.

This greatest and latest product of the C. P. R. is the direct result of the placing in commission of the Empresses, which have so cut down the time taken in crossing the Atlantic; the sailing schedule of the Pacific Empresses will be altered so that travellers will be taken from the Atlantic Empresses, rushed across the continent in a special train, and at once transferred to the waiting Pacific Empress for the journey across to Hong Kong. And in the whole journey they will only go beyond British territory once, when the boats touch at Yokohama, Japan. The same process will be repeated on the return trips.

One of the main reasons which have dictated this wonderful achievement in fast travelling is the desirability of proving the superiority of the Canadian route for mails as well as passengers to the far East. By the fastest trips around the other side of the world, or what is known as the "overland" route, from Liverpool to Brindisi by train, thence by express packet boat to the Suez canal, and the rest of the way by the P. and O. steamers, the fastest time to Hong Kong is 35 days, generally longer—at least five days more than by the Canadian Pacific route.

To give a better idea of the huge nature of this undertaking one must consider the mileage involved in these inter-antipodean excursions, which considerably illumine the matter. They are:

Liverpool to Quebec.....	2,661 miles
Quebec to Vancouver.....	3,072 miles
Vancouver to Yokohama.....	4,283 miles
Yokohama to Shanghai.....	1,178 miles
Shanghai to Hong Kong.....	810 miles
Total	12,004 miles

"That sounds like a fairy tale, doesn't it," remarked Mr. Piers, manager of the C. P. R. steamship lines. "But we are going to do it, and that within a very short space of time, and if it does not prove to the British and other European nations the advantages of travel via Canada to the East, and vice versa, they must have lost their business acumen."

The train will consist entirely of sleeping cars, a diner and mail and baggage cars—a veritable train de luxe, designed for nothing but through traffic, and with the minimum of stops in its long course across the continent. In order to ensure rapid transit the engines and cars used will all be subjected to a specially careful examination before going out, so that no delays by petty accidents may happen, and only the finest engines and most expert engineers and crews will be employed.

Three-fourths of all the flax used in Ireland in the manufacture of linen is imported, says the Belfast Telegraph, and everything possible ought, therefore, to be done to increase the amount of home production. For some years great efforts in this direction have been made, both by the Flax Supply Association and by the Department of Agriculture and Technical Instruction. Men have been brought over from Belgium to teach Irish farmers the methods of flax culture pursued in that country, and a deputation of Irish farmers has been sent over to Belgium to study those methods on the spot and to report. The result of all these steps has been revival of flax-growing in Ireland. Twelve years since we in this country had 100,000 acres under flax, but in 1899, or five years later, this area went down to 34,000 acres. However, since then the area under flax cultivation has gone on increasing, until now it amounts to about 55,000 acres.

The lungs of London are controlled in part by the County Council and in part by the Office of Works. In the last official year Spring Gardens was responsible for 103 open spaces, having a total extent of nearly 5,000 acres, and a permanent outdoor staff of 900 men. Upon this department the annual expenditure has reached about £128,000, and since the County Council was formed, fifteen years ago, it has spent rather more than a million sterling upon this public service. In addition to this there is the City's contribution of £100,000 a year towards the maintenance of Epping Forest, Burnham Beeches, and elsewhere. It will thus be seen that the maintenance of London's open spaces means an aggregate expense every year of at least a quarter of a million, while employment is given to nearly three thousand men.

Bank Commissioners' Report and Examination

===== *Made in Compliance with Law* =====

STATEMENT showing the financial condition of **The Hibernia Savings and Loan Society**, doing business at San Francisco, County of San Francisco, on the 11th day of September, 1906, at the close of business:

RESOURCES		LIABILITIES	
Bank premises	\$ 566,038.03	Reserve fund	\$ 3,512,764.01
Other real estate.....	254,949.92	Due depositors	54,754,399.35
Invested in bonds.....	23,342,169.83	Interest collected	450,687.94
Loans on real estate.....	32,189,002.68	Rents, exchange, etc.....	82,153.75
Loans and discounts.....	860,040.00	Other liabilities	27,947.63
Cash balances	1,299,711.63		
Furniture, fixtures, etc.....	1,521.60		
Expenses, taxes, etc.....	48,309.01		
Other assets	266,209.98		
Total resources	\$58,827,952.68	Total liabilities	\$58,827,952.68

STATE OF CALIFORNIA }
County of San Francisco }

I solemnly swear that I will truly answer all questions of the Bank Commissioners, concerning the affairs of The Hibernia Savings and Loan Society; the character and value of its assets, and the amount of its liabilities; and that I will in no respect misrepresent or conceal anything relative to the true condition of said Bank.

R. M. TOBIN.
D. J. BUCKLEY.

Subscribed and sworn to before me, this 12th day of September, 1906.

C. H. DUNSMOOR, Bank Commissioner.

THE SIEGE OF DELHI.

Thirty-two crosses were given in connection with the memorable siege and capture of Delhi, of whom only six recipients remain. General Sir J. Hills-Johnes, G.C.B., Bengal Artillery, was decorated for an obstinate defence of two guns against repeated furious attacks by a large force of the enemy.

Three Delhi veterans who won crosses are Colonel Cadell, I.S.C., Royal Munster Fusiliers; Colonel Sir Edward Thackeray, K.C.B., R.E.; and Sergeant-Major Coghlan, Gordon Highlanders, members of the chivalrous fraternity who risked their own lives in face of desperate odds to save others.

Seventy out of innumerable splendid deeds during the defence, two reliefs, and final capture by the British troops at Lucknow were recognized by the award of their Sovereign's Cross. Those left are Admiral of the Fleet Sir Nowell Salmon, G.C.B., and Seaman Hall, two naval heroes of the Shah Nujiff, the latter being one of the three men of color gazetted. General Sir John Watson, G.C.B., Punjab Cavalry, like Lord Roberts, nearly ended his career as a lieutenant in a furious encounter with a rebel whose musket missed fire. Surgeon-General Sir Anthony Home, K.C.B., Scottish Rifles, will always be remembered for his magnificent twenty-two hours' defence, with only a few helpers, of the wounded under his care at the rear of Havelock's relieving column. Colonel H. G. Browne Cornwall, L.I., was one of Lucknow's small but invincible garrison.

CANADA LEADS IN NICKEL ORE PRODUCTION.

The mining of nickel ore in America has its center in the vicinity of Sudbury, Ontario, where the annual output has increased very rapidly within the last two or three years, owing to the extensive development of the deposits. While the existence of the ore has been known for over fifty years, only recently has this resource been exploited on an extensive scale. The annual product at present aggregates about 5,000 tons. Up to the present time, however, not over 50,000 tons have been taken from the mines, which gives an idea of the small quantity of this metal produced in comparison with iron, copper, and tin.

Ores of nickel are more evenly and abundantly distributed over the world than is generally supposed, but only in a few countries are the deposits of such dimensions as to warrant their development as working mines, and at the present time the mines of Sudbury and New Caledonia produce about the whole supply of nickel. Canada is the largest producer in the world.

PARAGRAPHS OF INTEREST.

The amounts cleared annually at the London Banking Clearing House have more than doubled since 1885, and in 1905, reached the huge total of £12,287,935,000.

The total output of coal in Great Britain during 1905 was 236,128,936 tons, an increase of 3,700,664 tons on that of the previous year.

A movement has been started by a number of the members of the Provincial Parliament to have the Parliament buildings removed from Quebec to Montreal.

Large deposits of paint have been discovered on the shores of Houghton Lake, near Vonda, Sask., Canada. The colors are yellow, vermilion and slate, and the supply is inexhaustible. Settlers are using it to paint buildings in the vicinity. Salt and mica deposits have also been located there.

The Midland Railway of England, to build up an undeveloped district near Belfast, Ireland, which it serves, is offering free tickets for ten years to proprietors or tenants of suburban residences. The occupier of a residence of the annual value of £125 gets a first-class ticket; the man who owns or occupies a house worth £75 per annum gets a third-class ticket. This should catch the commuters. American railroads please copy.

At the end of June there were, according to Lloyd's Register of Shipping, under construction in the United Kingdom, exclusive of warships, 569 vessels, of 1,409,456 tons gross. The tonnage under construction has shown a steady increase since December, 1903, and the present figures are within about 4,000 tons of the total reached in September, 1901, which is the highest on record. In addition to the above there are forty-five British warships of 246,595 tons and seven foreign warships of 23,020 tons under construction in the United Kingdom.

Dublin is to have an international exhibition next year, and at a meeting in that city it was stated that the King may attend. The buildings, which are in course of construction, consist of a central hall, a machinery pavilion, a fine art gallery, concert hall, and restaurant. Agricultural and food products will be an interesting feature, and arrangements are in progress for the provision of two tillage plots of over an acre each.

The new Tibet treaty has stimulated the completion of an enterprise commenced more than half a century ago, but subsequently abandoned, the Hindustan and Tibet road. This was projected and put in hand in the fifties of the last century by the Marquis of Dalhousie, with the double object of providing work and remuneration for the hill people and coolies, who were then subject to forced labor, imposed upon them in accordance with an ancient custom, by their petty rajahs and chiefs; and supplying a means of communication for commerce with Tibet, Lhasa, and Western China. The idea of the Governor-General was to build a good substantial highway up to the Tibetan frontier at Shipki.

Randolph Harbord Stracey, who founded the first ostrich farm in the United States and who died in Glendale a few days ago was, it develops, the son of Sir Henry Stracey, Bart., of Rockhills Park, Norwich, England. Three of his sisters are the Countess of Kimberley, Lady Sondes and Lady Suffolk of Norfolk. Twenty-two years ago he came to California because of some difficulty, and settling in the San Fernando valley, acquired much valuable land. His estate will be \$300,000. Mrs. John Bidwell knew Stracey in England and she and her children cared for him during his sickness. Stracey first imported twenty ostriches and had them shipped to Santa Monica, afterward selling them to Edwin Cawston of the South Pasadena ostrich farm. Though Stracey remembered the Bidwells, giving \$2000 to the widow and \$1000 each to the nine children, there were no witnesses to the will and the estate will probably revert to English relatives.



ODD STREET NAMES AND TAVERN SIGNS OF OLD LONDON

(Reprinted from the April, 1897, number of the BRITISH CALIFORNIAN, by request)

THE streets of London are a bewildering puzzle in themselves to the transatlantic visitor accustomed to a systematic arrangement of city thoroughfares, but when he is confronted by their grotesque and apparently inane names, his patience gives way and he inwardly registers a profound conviction that the great metropolis, at some period in its history, was stark crazy.

What in the wide world, he asks, could have possessed the people to give their streets such names as Hangman's Gains, Bull and Mouth, Houndsditch, Spitalfields, Threadneedle street, Budge Row, Rotten Row, Mincing Lane, Gutter Lane, Hanging Sword Alley, Tripe Yard and Amen Corner. And when on top of this he recalls that the Great Fire of London, in 1666, started in Pudding Lane and ended at Pie Corner, he begins to reckon it a hopeless task trying to give London intelligibility. Really it is outwinding the Wild West, where no frontier community is complete without its "Dead Man's Gulch," etc.

It might at first thought be conjectured that these odd street names are the result of a wild levity or a love of the grotesque, but such traits do not enter into the character of the English. These names were bestowed in all seriousness and with the same gravity are respected to this day. True, in many instances they are corruptions of the original title, perpetrated by an illiterate populace when printer's ink was not the finger-post to knowledge. And whatever for generations has been so, is fore-eminently correct with the Londoner, and he is totally indifferent as to the why or wherefore. The rest of the world, however, is not so incurious, and when it is realized that these whimsical street names provide a key to much of the history of the world's greatest city, the study of their origin becomes at once both entertaining and instructive.

Hangman's Gains, a street near St. Katherine's Dock, is a corruption of Hammes et Guynes, a place near Calais. In this East London bye-way the refugees from Hammes et Guynes sought an asylum when that town was taken from the English. Bull and Mouth street, near the General Postoffice, derived its name from the historic old coaching inn of that designation. Boulogne Mouth was the original name, in commemoration of the capture of that harbor by the English in 1544. Houndsditch, now in the Jewish quarter, originally stood outside the city wall, and was so called because all dead dogs were here cast into a ditch. Spitalfields got its name from the fact that that district formerly belonged to the priory of St. Mary Spital. Threadneedle street was originally Three Needle street, and doubtless derived its name from the three needles in the arms of the Merchant Tailors' Company, incorporated in 1466, and whose hall still stands in the rear of this busy thoroughfare.

Budge Row was the place of business of dealers in budge, or sheepskins, while Rotten Row, the fashionable driveway of London, is the corruption of Route du Roi. Mincing Lane was once the site of houses belonging to the Minchuns of St. Helen.

The word is Saxon, and means Nuns, but in the course of ages it has evolved into Mincing. Mark Lane, famed for its corn exchanges, originally enjoyed the more appropriate name of Mart Lane. "Of Lane," lately destroyed, used to be an enigma to many people who tried to solve the origin of its name. The story is this: When the half-witted George Villiers, second Duke of Buckingham, sold York House and its ground for building purposes, he stipulated that his name and title should be perpetrated in the names of the streets constructed on his property. Thus we have leading off the Strand, a group of thoroughfares named respectively George street, Villiers street, Duke street, Buckingham street, and (formerly) Of Lane—making George Villiers, Duke of Buckingham.

Gutter Lane is an inelegant perversion of Guthrum's Lane, and Tripe Yard was originally named after John Strype. Fetter Lane got its name from the faitors, or beggars, with whom this bye-way was a favorite place of congregation. Two interesting historical characters once lived here. Praisegod Barebones, the leather seller, and his brother, Damned Barebones.* Press Yard has nothing to do with newspapers, as the name

might suggest, but commemorates the punishment of pressing to death, that in former days was practiced on this site. Paternoster Row, the fountain head of English literature, got its name from its rosary makers and sellers of religious books. Ave Maria Lane, Creed Lane and Sermon Lane are all in the vicinity of St. Paul's Cathedral, and indicate the same religious source of title. Amen Corner was where the street psalm-singers usually terminated their perambulations, the "Amen" coming in with mathematical exactness as this corner was reached. Panyer Alley is a short cut into Newgate street, and in the fourteenth century was the home of the Panyers or basket makers.

Hanway street was named after Jonas Hanway, who was distinguished for being the first man in London to carry an umbrella, at that time, 1750, it being considered an article only for women. Pall Mall derives its name from Paille-Maille, a French game introduced into England by Charles II, and often played on this site by the King and his courtiers.

And so we might go on through hundreds of curious street titles with which London abounds.

Still more curious and interesting, however, are the old tavern and shop signs. Before numbers were given to houses every tradesman had his symbolic sign swinging over his door, by which he was known more than by his name. A person did not inquire for Mr. Smith the mercer, for there might be a dozen such, but for the sign of the Golden Fleece. On the same principle heraldry came into use among the nobility, as a means of distinguishing one family from another of the same name. Richard II adopted the White Hart as his emblem, Richard III the Blue Boar, Edward IV the Three Swans, the House of Lancaster selected the Red Rose as its symbol, and the House of York the White Rose. The various companies and guilds also had their signs and insignia, and from these as much as from the armorial bearings of the nobility, the early inn keepers chose subjects for their signboards, always with an eye to what was popular and likely to draw trade. Thus we have the "Elephant and Castle," symbol of the Cutlers' Company; the "Bull and Crossed Axes," the arms of the Butchers' Company; the "Wheatsheaf," of the Bakers' Company; the "White Horse," symbol of the House of Hanover, and the "White Lion," of Edward III. The sign of the "Adam and Eve" tavern shows the parents of the race with an apple passing between them, the device being the arms of the Fruiterers' Company. The "Green Man," mentioned in the Roxburghe Ballads, is of doubtful origin, but said to be an adaptation of the "Green Man and Still," the escutcheon of the Distillers. Biblical and mythological characters have contributed generously to the London tavern signs. There are innumerable Angels in every variation, from "white" to "dark" and from "sleeping to "flying." Fleet street once boasted of a "Devil" Tavern, a favorite resort with Ben Jonson, and largely patronized by the lawyers of the neighborhood, whose office doors in consequence often bore the very appropriate legend "Gone to the Devil." The "Flying Horse" is but the popular conception of Pegasus, while the sign of the "Two Spies," the men bearing between them a huge bunch of grapes, interprets its own origin.

Amusing cases are to be met with where the characters of signboards have been misconceived, the error being perpetuated to this city. The famous tavern on Ludgate Hill, where Sir Christopher Wren presided over a Lodge of Freemasons, was originally designated the "Swan and Harp," symbol of the Company of Musicians. The skill of the artist, however, was inadequate to the conception, and the unlettered public interpreted the sign "Goose and Gridiron," which name the tavern still bears. The "Angel and Steelyards" was a misconception of the well-known figure of Justice, and the "Bull and Bedpost" had for its justification a bull fastened to a stake to be baited. The "Bag o' Nails" was originally the Bacchanals, while "Peg and Wassail," was translated into "Pig and Whistle." The odd sign "Queer Door" had its origin in "Coeur Dore," meaning Golden Heart, and "Cat and Fiddle" owes its existence to the English conception of "Caton Fidele," the faithful cat. Probably the worst case of vulgar perversion is that where "Goat and Compasses" evolved out of the legend "God Encompasseth Us," a once popular sign of monastic origin.

*The unabbreviated name of this gentleman, as the record of his baptism shows, was "If-Christ-had-not-died-I-should-have-been-damned Barebones."

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There are a number of tavern signs that defy all attempt at explanation. The origin of such names as the "Bombay Grab," the "Moonrakers," the "Q in the Corner," the "Whistling Oyster," and the "Essex Serpent" must ever remain a mystery. On the other hand we have legends that are perfectly intelligible and unpolluted, such as the "Catherine Wheel," commemorating the martyrdom of St. Catherine on the wheel; the "Crown and Anchor," suggesting the Navy; the "Crossed Keys," indicating the Keys of St. Peter and the Pope; and the "Daniel Lambert," perpetuating the memory of the—at one time—fattest man in London, who weighed 53 stones, or 742 pounds. The "Quiet Woman" is self explanatory with the accompanying picture of a decapitated female, while the meaning of "Man Laden with Mischief" becomes clear when we observe him chained to a woman with the word "wedlock" on the padlock. The "Turk's Head" tavern, where the Literary Club, founded by Dr. Johnson and Sir Joshua Reynolds, held its meetings, was so named from the number of Turks residing in the neighborhood.

An old and famous inn is the "Mother Red Cap Inn;" the sign board formerly bore the old woman's portrait with a scarlet hood over the head and shoulders, and beneath it the following lines:

"Old Mother Red Cap, according to her tale,
Lived twenty and a hundred years by drinking this good ale.
It was her meat, it was her drink, and medicine beside;
And if she hadn't stopped good ale, she never would a'died."

Such incongruities as the "Fox and Seven Stars," the "Three Nuns and Hare," the "Sun and Thirteen Cantons," the "Salutation and Cat," and the "Crow and Horseshoe" appear at first sight to be beyond the possibility of rational explanation. But when it is pointed out that it was a custom with the inn-keeper moving from one house to another to combine the signs of both, in the hops of retaining his old as well as new customers, this duplication of sign legends is easily comprehended, and becomes no more ridiculous than in the case where two American newspapers consolidate.

While many of the famous old taverns still stand as of yore, a great number have disappeared before the ruthless march of improvements, but happily the old sign-boards have largely been preserved. In the Guildhall Museum of London Antiquities, the greater number of these are on exhibition, including the famous "Boar's Head," the Eastcheap tavern kept by Dame Quickly, once so dear to the heart of Falstaff.

EMMA ENDRES.

BRITONS NOT IMPOVERISHED.

A recent dispatch from Paris says: "Honest John Burns, the English labor leader and a member of Parliament, has rather surprised the French interviewers by the statement that there is much exaggeration in regard to the condition of a large part of the English laboring class and that things are not nearly so bad as they are painted. The French conviction that in England, as well as in America, money is getting in fewer hands and that the poor are getting steadily poorer is all wrong," says Mr. Burns.

"Merchants, artisans and laborers," he declared, "have all shared in the growing prosperity of England. We have less of so-called labor troubles than either France or America. In these countries it is the fashion to discuss our unemployed, their numbers and their awful misery, but I have no reason to suppose from my own observations that we are any worse off than other people."

KITCHENER'S STRENUOUS CAREER.

Lord Kitchener's father, who was rather a Spartan parent, was also a soldier; but in Ireland he turned his attention to breeding pigs as a source of income. Kitchener and his brother had to drive the pigs to market. They were sent off without breakfast, and had to do without that meal on their return if the pigs remained unsold.

Lord Kitchener once distinguished himself as a native slave, in order to attend a meeting between a treacherous chief, who pretended to be siding with the British, and the envoys of the Mahdi. He got back to camp by a clever but risky dodge of causing himself to be arrested as an Arab spy. Lord Kitchener used to be a great man at "making up" in his scouting days, and, of course, he knows all the ins and outs of the native dialects and habits.

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Republic	15,378	600 feet
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PRESIDENTIAL JOSH BILLINGS.

The proposition of President Roosevelt to amend the English language is ignorant and ludicrous in the extreme. From his high position of temporary power he has sought to drive an entering wedge in favor of phonetic spelling by ordering the government printer at Washington to hereafter in all official documents mis-spell words.

True, he has behind him the authority of Brander Matthews, who has made himself notorious by his favoring of freak spelling. There are so many men of no account in high positions in this world who seek to make their mark upon their age and generation by exhibitions of idiosyncrasy! Doubtless by this means, and thus seconded, the President hopes to leave his impress upon the literature of future generations. He has simply succeeded in writing himself down as belonging to the small congregation of those who are similar to the distinguished collegians for whom in ancient days the Pons Asinorum in "Caesar's Commentaries" was christened.

There will be no impress left upon the noble English language save that of ridicule by the Chief Executive's ignorant interposition, and what but ignorance could have incited such an attack upon a basic structure worthy of every reverence?

The English language is like the Bible itself, of which Matthew Arnold reverently wrote: "To that collection many an old book had given up its treasures and then itself vanished forever; many voices are blended there; voices speaking out of the early dawn."

The tongue in which Dickens wrote; the language of Shakespeare; of Milton; of Chaucer; of Dean Swift; of Addison, and of all the splendid geniuses who starred the Victorian era with points of living and eternal light, is not good enough for the notoriety-seeker.

Of what importance is phonetic spelling to the civilized world? Are we to stamp ourselves trivial and make our language like unto ourselves?

The President might be in better business, but when he and Brander Matthews are forgotten the majestic English tongue will sit upon a pinnacle of the tower of human knowledge and with a feather duster brush away the pulverized remains of the reputations of the little souls who would substantially exterminate it.—"Truth," Buffalo, N. Y.

(Good as the above is, we think that it is only necessary to remind Mr. Roosevelt and those who endorse his "reform," that the English language does not belong to them or to the American nation. It is their privilege to make a better one, if they don't like it, but not to mutilate the sacred property of another. The man who would alter English spelling belongs to the order of scamp that cuts pictures out of, and otherwise defaces, a borrowed book.—Ed. British Californian.)

IN WELSH CIRCLES.

The Cymrodorion Society of San Francisco, had a well-attended and most enjoyable meeting last Thursday evening, in St. George's Hall. The most notable feature of the occasion was the singing of a few Welsh songs by Prof. David Manlyoyd, who seemed to be in specially good voice.

Our September meeting promises to eclipse anything we have had since the recent disaster in this city. Among the singers will be Mr. Fred Hughes, a talented vocalist, recently from Los Angeles. Our Musical Director, Mr. R. R. Williams, will preside at the piano and relate his recent experiences in the vicinity of the North Pole. There will also be extemporaneous speaking, to be followed by a mock trial, in which our embryonic barrister, Humphrey Llewelyn Jones, Esq., recently from Wales, will conduct the prosecution and our popular First Vice-President, John F. Davis, Esq., of the San Francisco bar, will represent the defense. Those who know Messrs. Jones and Davis, need no further assurance of a good time.

R. J. HUGHES.

Mr. P. Livingston Dunn and wife have returned from their trip to Scotland. Mr. Dunn reports that on the whole, people in Great Britain are very prosperous. In the Clyde ship-building industry, mechanics make \$5 a day, but do not seem to be as ambitious as workmen here to accumulate, or own their own homes. He found men of great wealth to be very numerous; millionaires (dollar millionaires) were so common as to cause no comment. The thing that struck him most, however, was the large number of automobiles in use in both England and Scotland. They seem to have taken the place of private carriages.

Mr. Dunn is looking well after his trip, but expressed himself as being glad to be back in incomparable California.

The McNutt Hospital, San Francisco, has moved into new quarters at 1800 O'Farrell street, near Stelner.

"SOUTH AFRICA"

By RUDYARD KIPLING

This is the poem that has stirred all Britain and may defeat the Government's plan to grant universal suffrage to the Boers:

The shame of Majuba Hill
Lies heavy on our line,
But there is shame completer still,
And England makes no sign.
Unchallenged in the market place
Of Freedom's chosen land,
Our rulers pass our rule and race
Into the stranger's hand.

At a great price you loosed the yoke
'Neath which our brethren lay;
(Your dead that perished ere 'twas broke
Are scarcely dust to-day).
Think you ye freed them at that price?
Wake, or your toil is vain;
Our rulers jugglingly devise
To sell them back again.

Back to the ancient bitterness
Ye ended once for all—
Back to oppression none may guess
Who have not borne its thrall—
Back to the slough of their despond;
Helots anew held fast
By England's "seal upon the bond"
As helots to the last.

What is their sin that they are made
Rebellion's lawful prey?
This is their sin—that, oft betrayed
They did not oft betray;
That to their hurt they kept their vows;
That for their faith they died;
God help thee, children of our house,
Whom England hath denied.

But we—what God shall turn our
doom,
What blessing dare we claim,
Who slay a nation in the womb
To crown a trickster's game?
Who come before amazed mankind
Forsworn in party feud,
And search the forms of law to bind
Our blood to servitude?

Now, even now, before men learn
How near we broke our trust—
Now, even now, ere we return
Dominion to the dust—
Now, ere the gates of Mercy close
Forever 'gainst the line
That sells its sons to serve its foes—
Will England make no sign?

★

LOS ANGELES "TIMES" REBUKED.

The following letter, by a well-known member of the British colony, is self-explanatory.

Alameda, September 12, 1906.

H. G. Otis, Esq.,
President and General Manager
Los Angeles Times, Los Angeles, Cal.
Dear sir:—The Los Angeles "Times" is being mailed to my San Francisco office without any authority, and I have to ask that you will please cause this free service to be discontinued.

The policy of "The Times" for years past towards things "British" is well known and does not justify any expectations you may have of increasing its circulation among British residents and lovers of fair play. The offensive attitude of your paper has not been overlooked by representatives of the 90,000 voters of British birth and more than 100,000 other residents in this State who still retain their national characteristics as law abiding citizens, and lovers of the truth.

These people resent uncalled for insults to their native land or institutions, as you must admit they have the same right to do as any other nationality. Those of us who have been citizens here for years, and are broad-minded (as the true Californian usually is) cannot have any sympathy with your publication, or with the particular class of persons to whom your writers intentionally cater, when they offer insults to Great Britain or its people, and it must surely be from such persons only that you can, under your past policy, reasonably expect additional subscribers?

I have endeavored to be frank without being offensive in my criticisms, as I find it difficult to believe that you personally, a prominent citizen, an army man, and a gentleman, can knowingly approve or permit a continuance of a policy so decidedly unfair and offensive to a large and steadily increasing number of intelligent voters and residents of California, who would be just as ready to approve, and even appreciate, a true presentation of facts by "The Times," or an occasional kindly word, as they now are to criticize and condemn the opposite.

Respectfully yours,
G. A. WRIGHT.

NOTES.

F. R. Tindell has opened a cigar stand in San Francisco, at 417 California street, near the Merchants' Exchange.

H. Le Baron Smith, tailor, late of Bush street, San Francisco, is now located in the Blake Block, 12th and Washington streets, Oakland.

Irvine Bros., grocers, formerly of Poik, Stockton and Howard streets, have opened up with a new stock on Bush street, near the corner of Franklin, San Francisco.

The Piedmont Floral and Seed Co., Oakland, has moved its store and offices to 60 San Pablo avenue, between 15th and 16th streets, and the new telephone number is Oakland 603.

Hugh Forgie, who was burned out at the Academy of Sciences Building, San Francisco, is conducting his tailoring business at 521 Twelfth street, Oakland, second floor.

The open meeting held by the St. Andrew's Society, Oakland, was a most pleasant affair. After transaction of business, a good literary and musical program was presented, followed by refreshments.

Dr. Nat T. Coulson, the popular dentist, has enlarged his office space and equipments at 1211 McAllister street, corner of Fillmore, and is in a fair way to again ride on the wave of success, notwithstanding he lost all of his possessions in the recent disaster.

A good exposition of the attractions of Sierra Madre, the pretty little Los Angeles town, is issued under the title of "A Dictionary of Sierra Madre, and a Guide, Philosopher and Friend for Tourists, Travelers and Investors." The booklet is handsomely printed well illustrated and ably edited by our friend Mr. J. G. Blumer.

Our esteemed contemporary the "Santa Cruz Surf," is enjoying prosperous days, we are pleased to note. Its news columns are full of up-to-date happenings and its advertising spaces show a marked increase over last year. The "Surf" is one of the best edited papers in the State and is cleanly conducted; it therefore deserves all the success that may come to it.

David Cochrane and party have reached their homes safely in Riverside, after having made a splendid tour of the Yosemite Valley and neighboring country in Mr. Cochrane's automobile. The party included several visitors from Britain, and they were charmed with California's magnificent scenery. The trip is considered by automobilists a remarkable endurance run, over three thousand miles having been covered without a breakdown.

A subscriber writes: Please note the insulting and contemptuous editorial in to-day's (Aug. 24) "Examiner" about British army officers. It is so natural that a low rag like the "Examiner" should feel irritation to think that any body of men can be brave and honorable, whatever shortcomings they may have! Exactly what is needed here is a little more character and breeding and a little less of that "all-fired" smartness, so called, without principle, honor, or pride.

Artist—"It's a new idea of mine. I got that effect by rubbing out."
Candid Friend—"Dear me! Excellent idea, but what a pity you didn't carry it further."

HUGH FORGIE
TAILOR

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125 San Pablo Ave., Oakland

FACTS WORTH KNOWING.

The first story ever published serially was "Robinson Crusoe." It ran for a year in the London Post.

Food imports into Britain, £435 per minute. Total imports into Britain, £1000 per minute. Total exports from Britain, £600 per minute.

Brisbane, Australia, holds the record for heat of any town in the Empire. There the thermometer has reached 133 degrees in the shade.

Of one hundred and eighty-five thousand immigrants who arrived in Canada during the last fiscal year, fifty-eight thousand were from the United States.

The Anchor Line Caledonia made a record passage recently between Glasgow and New York, the voyage occupying 6 days, 20 hours, 12 minutes, beating her own best previous run by 36 minutes.

Bridegroom has nothing to do with groom. It is from the English word guma, a man. Hence, brydguma, the bride's man.

Technical reference libraries, with sets of books to suit the particular trades of the district, are to be established as an experiment in the North, East and West branches of the Edinburgh Public Library.

With the advent of their two new steamers, the Empress of Britain and the Empress of Ireland, the Canadian Pacific will make Quebec the Canadian terminus of their Transatlantic service, instead of Montreal. This should increase the importance of the quaint ancient capital.

The botanical department of the University of California has on exhibition a species of plant from New Zealand known as the vegetable sheep, which grows at an elevation of 5000 feet. The specimen at the University is a remarkably good one. A mass of stems and flower bulbs about three feet square, and weighing forty pounds, it has the exact appearance of a sheep at rest. It was sent here from the mountains near Christchurch, Otago, by Henry Mattern, chief forester of New Zealand.

Some remarkable statistics about books are given in "The Library World." There are, it is stated, 30,000,000 books in the world, excluding manuscripts, and every year 500,000 new ones are added, besides 50,000 or 60,000 periodicals, with their monthly, weekly or daily issues. The writer makes a few calculations concerning the cost, etc., of a "central catalogue of the world's literature." There would be 30,000,000 cards, to begin with, occupying 2840 statute miles. "Stacked in tiers eight feet high. . . this would occupy 118 statute miles," and it would need a motor car to get from A to M. The cost of such a catalogue would, it is roughly estimated, be about £8,000,000.

A magnificent Burns statue was unveiled in Garfield Park, Chicago, on August 25th, with brilliant ceremonies. The various Scottish societies, headed by the Highland Pipe Band, marched to the park in a body. Wallace Bruce of New York was the orator and poet of the day, and the other speakers were Governor Deneen, Mayor Dunne, Col. James Hamilton Lewis and President Eckhart of the West Park Board. A splendid choir of some two hundred voices rendered choice selections of Burns' favorite songs.

SAN JOSE BRITONS.

On Wednesday, August 27, the British Californian Association, a representative body of Britishers, loyal alike to their native land and to their adopted country, held the usual meeting social reunion. After the singing of "America" and a brief business session, an attractive and varied program commenced with a piano solo by Miss Edna B. Murray. This, as well as every other musical number, received and deserved an enthusiastic encore. Next came a song, "Daddy," by Miss N. Yonge to the accompaniment of Mrs. T. G. Watson. Miss Yonge has kindly consented to act as pianiste to the association, and it is hoped her services will be enjoyed for long to come. Miss Alice Jenkins followed with a song and encore which were much appreciated. Next came a violin solo by a young favorite, Master Willie Jones, who played with much skill and spirit to the accompaniment of Miss Edith Jones. Another song by W. H. Yolland of Santa Clara, accompanied by Mrs. Yolland, closed the program.

The speakers of the evening were Dr. Darlow and Rev. F. A. Keast of Santa Clara. The Doctor gave some interesting reminiscences of happenings of world importance occurring in the month of August during his own lifetime, going back to the early years of the last century. Mr. Keast gave an eloquent and spirited address, carrying his audience with him, now back to the homes of their youth in various parts of the empire "round the seven seas," now looking forward to the glorious destiny of the British branch of the great Anglo-Saxon race, the world's guardians of law and order, good citizenship and civilization.

Following the program refreshments were served by the ladies and a very pleasant social hour was spent.

The following new names were enrolled, having been duly elected to membership: Rev. F. A. Keast, Mrs. R. C. Storie, Mrs. J. and Miss Lizzie E. Johnston, Miss Mary Goodfellow, Miss N. Yonge, Mrs. Fred E. Hunt, Mr. and Mrs. H. W. Yolland.

BRITISH AND AMERICAN UNION.

The annual business meeting of the Women's Auxiliary to the British and American Union has been postponed to the first Monday in October, 2:30 p. m., at St. George's Hall, 1723 Market street, San Francisco. The annual election of officers and other important business will then take place.

Mr. M. A. Dane, an esteemed director, recently sold her property in San Francisco and is now on her way to England. Mrs. Dane has been a faithful worker in the Auxiliary since its inception and she leaves many warm friends behind, who unite in wishing her a safe journey and health and happiness in the Old Country.

QUEEN OF THE PACIFIC.

She sits upon her lonely hills
So desolate and sad,
She who had laughter on her lips,
Whose every look was glad.

Her noble head is bowed with woe,
Her pride in ruin lies,
No longer joy within her heart,
Nor light within her eyes.

By earthquake shaken, rent and torn,
All soiled and marred by fire;
A sight to make the angels weep,
A theme for lute and lyre.

But only for a moment crushed—
Disaster ne'er can bring
Defeat to her whose soul is strong,
Whose faith is on the wing.

So phoenix-like our Queen shall rise,
Dismantled tho' she be,
And reign again triumphantly
Beside the western sea.

MARIAN TAYLOR.

"BESSES O' TH' BARN" COMING.

Arrangements have been completed for the concert tour in America of the famous "Besses o' th' Barn" Band, which is known throughout Europe as the Champion Band of Britain, because of the many prizes it has won since it first came into prominence in the year 1818.

It is estimated that the value of the prizes which it has captured since then amounts to nearly \$100,000. One of the first prizes was won on the occasion of the procession celebrating the coronation of George the Fourth, in 1821, and another at the time of the coronation of Queen Victoria in June, 1837, when, in competition, it was awarded the prize for its rendition of "Hail! Smiling Morn." With each advancing year it enhanced its reputation by traveling through Great Britain and on the Continent until the year 1892, when the "Besses" attained the proud distinction of holding every challenge cup in Great Britain, a record so magnificent as to be unsurpassed by any other British Band. The "Besses" are now in the East. Following this engagement, they will play in the Toronto and Pittsburg exhibitions, and concerts will be given in all the principal cities on the way to the Pacific Coast whence the band will sail for New Zealand, where it has been engaged to play during the great International exhibition to be held there next spring.

IN MEMORIAL.

We, the members of the British Californian Association of Santa Clara county, California, deeply mourn the loss of our dearly beloved brother and former president,

HENRY TREGONING.

While we recognize the Divine Father, in taking him from his earthly to his heavenly home, we reluctantly part with his familiar presence from our midst, knowing we will no more see his face, shake his hand, or hear his voice. We will cherish in our memories his loyalty to this Association in the promoting of harmony, the spread of sociability and the diffusion of knowledge. He was a sweet Christian character, a good citizen, an obliging neighbor, a faithful husband and father and a steadfast friend. At our last meeting, before his death, he sent his love and his regrets that he could not be present.

Therefore, we herewith in writing communicate our feelings of sorrow and sincere sympathy to the family of our departed brother, and that a copy be recorded in the minutes of this Association, and also a copy be sent to the San Jose Mercury and the British Californian, San Francisco.

Dated this 16th day of July, 1906.

How mankind defers from day to day the best it can do and the most beautiful things it can enjoy, without thinking that every day may be the last one, and that lost time is lost eternally. —Max Muller.



One of the first temporary stores erected on Market street after the fire.

SUCCESSFUL CALEDONIAN GATHERING.

The fortieth annual gathering and games of the Caledonian Club, held at Shell Mound Park on Saturday, August 25th, was a most creditable success, the attendance being quite large considering that it was not a public holiday, and the programme being most excellent in every respect. Many of the clansmen were attired in the picturesque kilts of their native land, lending color to the scene, while the music of the bagpipes kept the lads and lassies moving to lively measures in reels and other characteristic Scottish dances.

There were a large number of entries for the games, and they were hotly contested; in fact, many of the contests surpassed those of previous years in point of the number of entries and the records made by the contestants.

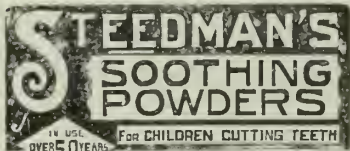
Large crowds gathered in the pavilion for the dancing, while the grand stand was thronged with enthusiastic spectators intent on the games. The tug-of-war between a team of carpenters and a team of Caledonians was an exciting affair. The Caledonians won the purse of \$50.

Chief Donald McRae and the members of the reception committee did all in their power to render the guests of the Caledonians happy, and, altogether, the memory of the fortieth gathering of the clans will linger pleasantly.

The Royal and Queen Insurance Companies, Rolla V. Watt manager, have made a most creditable showing in the settlement of San Francisco losses. The companies have had 3163 claims, and about 10 per cent only remain to be settled, the payments so far aggregating \$6,199,345.95.

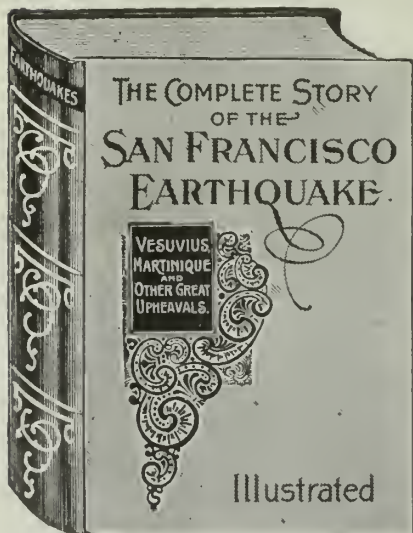
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OAKLAND.

SONS OF ST. GEORGE.

Pickwick Lodge will hold an open social the first Monday in October. Five new members were initiated last Monday evening, and ten more applications are awaiting action.

A dramatic entertainment and dance will be given by the members of Pickwick Lodge at 1723 Market street, San Francisco, on Saturday evening, September 29. A new and original farcical skit called "A Trial By Jury," will be presented, the author being W. R. Meredith, a member of the lodge. A feature of the skit is a jury of twelve ladies instead of gentlemen. Miss Cotton of Britannia Lodge, a gifted elocutionist, will be the fair plaintiff. The charge will be "Bigamy," so the identity of the gentle defendant is to be kept a secret, known only to the stage manager. An admission fee of 25 cents will be taken at the door, and the show will be worth the money. The proceeds are to be equally distributed between Empress Victoria and Britannia lodges.

G. LUCE.

Royal Oak Lodge, Los Angeles, is receiving applications for membership every meeting night, and has only lost two members in six months. Cricket associations, in which members engage, result in increased acquaintance, and this redounds to the benefit of the lodge.

Your regular correspondent, Brother Rydall, met an automobile on Labor Day and he and his wheel got the worst of the encounter. Dr. Hough, once physician in the British navy, is succeeding nicely in bringing the brother's two fractured ribs into proper position. From his room in the hospital the brother will keep you advised as to local doings.

E. COOPER, Secretary.

Secretary Thos. R. James of Victoria Lodge, Grass Valley, writes us that the fraternity in that enterprising mining town is making steady progress, twenty-eight new members having been enrolled since June 1st, 1906.

On August 16, Victoria Lodge gave a very successful picnic at Chicago Park, which was the means of attracting new members and forming many friendships. The sports included a good old game of English cricket, to the delight of the spectators. Valuable prizes were awarded to the winners in the various contests, the prizes having been donated for the purpose by Grass Valley's business men, who hold the Sons of St. George in high esteem. All business houses were closed for the day in honor of the event. Dancing concluded the festivities.

On Sunday, the 2nd inst., the Picnic Committee enjoyed their own private little picnic, with their families, in the green woods, and enjoyed it as only miners who are underground most of their time can enjoy the sunshine and fresh air.

Derby Lodge, Alameda, is settling down to work again after the late shake-up and has quite a list of prospective young members in line for the class initiation she is preparing for in the near future.

Next meeting is to be decided what will be done to commemorate the 101st anniversary of the Battle of Trafalgar. Some members fail to see the force of this annual celebration, Bro. Smith, however, thinks that as we put the first century to rest in a very fitting manner it is only right we should start the next one along the highroad in good style. A visitor lately was Bro. Midgeley of Trafalgar Lodge, Lockport, N. Y., who gave us some very interesting particulars of the work done by the Order in the Eastern States.

Bro. Burrows (Junior P. W. P.) of Burnaby Lodge was a visitor last week and gave us an inspiring account of the spirit shown by Britannia and Empress Victoria lodges of D. of S. G. and by Pickwick Lodge and also a few members of Burnaby Lodge in starting out and erecting a hall of their own, and of the prospects the project has of turning out to be an unqualified financial success.

I can assure the lodges interested of the hearty congratulations of Derby Lodge on the initial success of their venture and best wishes for its future.

VERITAS.

THE AVERAGE SUCCESS.

"See that old chap?" remarked the clubman, pointing out the window to an old peddler who carried a basket of shoe laces. "Well, he came to this country from Europe ten years ago. He borrowed some money to purchase a basket and began to peddle shoe laces. How much do you think he's worth to-day? Just make a guess."

Several large sums were mentioned expectantly.

"Wrong," said the clubman. "He isn't worth a cent and he still owes for the basket."—Puck.

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SCOTTISH THISTLE CLUB.

Meets 2d and 4th Saturday evenings at Potrero Opera House, San Francisco.

Royal Chief, Geo. Dow; chieftain, J. W. Davidson; recorder, D. Girdwood, 1256 Church St.; treasurer, John Ross; financial secretary, M. S. Morrison; property man, R. Rintoul; sergeant-at-arms, Wm. McGregor; trustees, Walter G. Campbell, John A. Hannay, James W. Maitland.

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President.....A. K. Crawford, M. D.
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OBJECTS OF THE CLAN.

1st. The objects of the Clan shall be to establish a fund for the relief of sick Clansmen and to extend to them succor and sympathy "In time o' need."

2d. To institute and maintain a bequeathment fund for the benefit of widows and orphans of deceased Clansmen.

3. To cultivate fond recollections of Scotland and to recall its history, its people, its customs, its amusements, and the days o' Auld Lang Syne.

BENEFITS.

The Order pays death benefits of \$250, \$500, \$1,000 and \$2,000.

Active members, in case of sickness or accident, receive the sum of \$5.00 or \$7.50 per week, also physician's attendance, free of charge. Funeral benefit, \$50.00.

FEES AND DUES.

Active members, initiation fee.....\$3.00
Active members, monthly dues.....75c or \$1.00
Honorary members, initiation fee.....\$5.00
Honorary members, yearly dues.....\$2.00

The Clan meets twice a month, on the first and third Thursday evenings, at Twin Peaks Hall, 17th and Noe streets, San Francisco.

Chief.....John Hood
Secretary.....T. Forsyth, 1016 Guerrero St.

OAKLAND—Clan Macdonald (Glencoe), meets second and fourth Fridays (8 p. m.) Fraternal Hall, 14th and Washington streets.
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G. Pres. W. Meek, 602 San Pedro, Los Angeles
G. Secy.....T. Poyser, 277 Third ave., S. F.

SAN FRANCISCO—Burnaby Lodge, 194, Meets every Saturday, 8 p. m. at 1723 Market st.
Worthy President.....Alex. Lawson
Worthy Secretary.....T. Wood, 4 Germany St.

SAN FRANCISCO—Pickwick Lodge, 259, Meets every Monday, 8 p. m. at 1723 Market st.
Worthy President.....Walter Cneetham
W. Secretary.....T. Poyser, 277 Third ave., S. F.

OAKLAND—Albion Lodge, 206, meets Monday evenings, California Hall, Clay street.
Worthy President.....Geo. Sully
Worthy Secretary, J. J. Roberts, 12th & Market

ALAMEDA—Derby Lodge, 285, meets 1st and 3d Thursdays at Masonic Bldg.
Worthy President.....E. W. Stretch
Worthy Secretary, E. James, 2044 Alameda ave.

SAN JOSE—Victoria Lodge, 287, meets 2d and 4th Mondays, Pythias Hall.
Worthy President.....I. Knight, 135 White st.
Worthy Sec'y, E. W. Maynard 112 S. First St.

SACRAMENTO—Jubilee Lodge, 135, meets Thursday evenings at 1014 Eighth street.
Worthy President.....R. Anderson
Worthy Secretary.....W. H. Button, 900 M St.

GRASS VALLEY—Victoria Lodge, 289, meets every Tuesday evening at Fraternal Hall.
Worthy President.....Josiah Mewten
Worthy Secretary.....Thos. R. James

LOS ANGELES—Royal Oak, 220, meets Mondays at 121½ S. Broadway.
Mondays, Mammoth Hall, 519 S. Broadway.
Worthy President.....C. E. Packman
Worthy Secretary, Ed. Cooper, 137 Ave, 52 W.

PASADENA—Alexandra Lodge, 385, meets 2d and 4th Fridays at Eagles' Hall.
W. Pres.....J. Munoz, S. Vernon ave, Pas.
W. Secretary.....T. P. Adney, Box 401, Pasadena

RIVERSIDE—Riverside Lodge, 472, meets first and third Wednesdays, Pythian Castle, Main street.
Worthy President.....Stanley Rogers
W. Sec.....Jas. M. Hastings, 596 E. 11th st.

DAUGHTERS OF ST. GEORGE.

SAN FRANCISCO—Britannia Lodge, 7, meets every Monday, 8 p. m. at 1723 Market st.
Worthy President.....Mrs. J. Creba
W. F. Sec.....Mrs. R. Meadows, 1976 Folsom st.

SAN FRANCISCO—Empress Victoria Lodge, 142 meets Saturday, 8 p. m. at 1723 Market st.
W. President.....Mrs. A. E. Creba, 353 Prospect av.
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